

SAILING DIRECTIONS CORRECTIONS

PUB 147 6 Ed 1996 LAST NM 32/00

Page 39—Lines 7 to 11/R; read:

Navigation in the Traffic Separation
(BA NM 37/00) 43/00

Page 49—Lines 28/L to 6/R; strike out.

(BA NM 37/00) 43/00

PUB 182 4 Ed 1998 LAST NM 38/00

Page 169—Lines 35 to 37/R; read:

Ramfjorden branches E, about 3 miles within the entrance to Balsfjorden. A Military Prohibited Area has been established in Ramfjorden, delimited to the S by a line drawn between Kobben Light and the S point of land at Ramfjordnes, and extending NE to the parallel of latitude at Hundbergklubben and the islands lying due E of it. An overhead cable with a vertical clearance of 45m spans the fjord close within its entrance.

(NIMA) 43/00

PUB 191 8 Ed 1996 LAST NM 42/00

Page 14—Lines 20 to 26/L; read:

1.24 The port of Plymouth is entered between Penlee Point and the island of Great Mew Stone, 3.2 miles ESE. The commercial facilities, including a ro-ro ferry terminal, are situated in the areas of Mill Bay Docks and Cattewater. HM Naval Base, Devonport, a large naval dockyard, is situated in the W part of the port. It stands on the E bank of an area known as Hamoaze.

(BA NP 27) 43/00

Page 14—Lines 38 to 40/L; read:

4.4m.

The tidal currents in the narrow channels can be irregular. Strong S winds usually prolong the flood current and delay the ebb by about 15 minutes. Strong N winds usually prolong the ebb current and delay the flood by about 15 minutes. Freshets after heavy rain have the same effect as a strong N wind and long summer droughts can prolong the flood current up to 30 minutes.

The flood current sets through Western
(BA NP 27) 43/00

Page 73—Lines 10 to 22/R; read:

vessels in the transatlantic service. The outer roadstead provides a deep and well sheltered anchorage. There are also extensive facilities for fishing vessels and pleasure craft.

The port consists of Grande Rade, an outer roadstead, and Petite Rade, an inner anchorage area. Grande Rade is protected by three breakwaters. The W breakwater, Digue de Querqueville, extends 0.7 mile ENE from the shore. The N

breakwater, Digue Centrale, is about 2 miles long and detached. The E breakwater, Digue de l'Est, is about 1 mile long and extends N and NW from the shore. Its S end covers at HW.

Petite Rade, enclosed by Grande Rade, is protected on the W side by a breakwater, Digue du Homet, and on the E side by a jetty, Jetee des Flamands. Port Militaire lies on the W side and Port de Commerce lies on the E side. Basins used by small craft, yachts, and fishing vessels lie on the SW side.
(Fr SD C 2.1) 43/00

Page 73—Lines 25 to 40/R; read:

tides.

About 3 miles N of Digue Centrale, the E-going current begins 3 hours 30 minutes before HW and the W-going current begins 2 hours 15 minutes after HW. Both currents attain a maximum velocity of about 3 knots at springs. Closer to the breakwater the currents start earlier and their rates decrease.

Slack water in the entrances generally coincides with HW. In Passe de l'Ouest, the flood tide current attains a velocity of about 2 knots at springs. It enters and tends to flow toward Digue Centrale. The ebb tide current flows out toward Digue de Querqueville.

In Passe de l'Est, the flood tide current attains a velocity of about 1 knot at springs. It enters and flows toward Ile Pelee. The ebb tide current flows more or less on the axis of the pass, with a tendency to run toward Digue Centrale.

In Grande Rade, when the current is running against the wind, a heavy chop may be formed, which effects the transit of small craft.

(Fr SD C 2.1) 43/00

Page 73—Lines 43 to 50/R; read:

entrance to Grande Rade, has depths of 9.1 to 12m. A fairway channel, dredged to a controlling depth of 11m, leads though the E side of the pass.

An obstruction, with a least depth of 10.1m, lies about 0.4 mile ENE of the head of Digue de Querqueville near the W limit of the entrance fairway. Below-water rocks front the W end of Digue Centrale, near the E limit of the entrance fairway, and are marked by a lighted buoy.

It should be noted that Passe de l'Ouest is a Mandatory Access Route for hydrocarbon carriers over 1,600 grt. (See Regulations.)

Passe de l'Est has a least charted depth of 4.3m and is not recommended for use at night.

La Truiye, a shoal with a least depth of 0.7m, and Roches du Northwest, a shoal with a least depth of 3.4m, lie about 0.2 mile NW and 0.4 mile NNW, respectively, of Fort de l'Ile Pelee. These two dangers lie on the E side of Passe de l'Est and are marked by lighted buoys.

Vessels up to 350,000 dwt, 350m in length, 50m beam, and 12m draft can enter the port.

Darse Transatlantique, a basin, lies on the S side of Petite Rade and can be entered by a channel dredged to a depth of 11m.

PUB 191 (Continued)

Quai de France, on the W side of the basin, is 620m long and has a depth of 13m alongside. It has a passenger vessel terminal.

Quai de Normandie, on the E side of the basin, is 500m long and has a depth of 11m alongside.

Darse des Mielles, another basin, is situated E of Darse Transatlantique. Quai de Mielles, at the E side of the basin, is 400m long and has depths of 5 to 6.5m alongside.

Quai des Flamands, a container terminal, is situated N of Quai de Mielles. It is 360m long and has a depth of 13m alongside. It is reported (1999) that this quay is being extended by about 70m.

There are five ro-ro ferry berths, with depths of 6 to 11m alongside, situated in the vicinity of Darse des Mielles and Darse Transatlantique. Daily ro-ro ferry services run between the ports of Poole, Portsmouth, Dublin, Rosslare, and Cork.

A turning basin, dredged to a depth of 11m, lies close within Petite Rade. It is marked by two sets of lighted ranges, which may best be seen on the chart.

Port de Chantereyne, a yacht basin, lies in the SW corner of Petite Rade. Avant-Port du Commerce, a narrow basin lying S of Port de Chantereyne, has depths up to 2.5m. It is used by fishing vessels and small craft. Bassin du Commerce, a wet dock, is entered from Avant-Port du Commerce via a dock gate and provides 1,000m of berthage. Vessels up to 110m length, 15m beam, and 3.8m draft can enter.

A tanker berth is situated on the S side of Diego de Querqueville. It can be used by vessels up to 180m in length and 9.1m draft. Vessels are moored, heading W, with an anchor out and the stern made fast to a mooring buoy.

The naval port and dockyard, Port Militaire, is situated along the W side of Petite Rade. Five berths along the S side of Digue de Homet are available to commercial vessels. Requests should be sent to the naval authorities at least 48 hours in advance.

(Fr SD C 2.1; Lloyds Ports; Fairplay) 43/00

Page 74—Lines 1 to 40/L; strike out.

(NIMA) 43/00